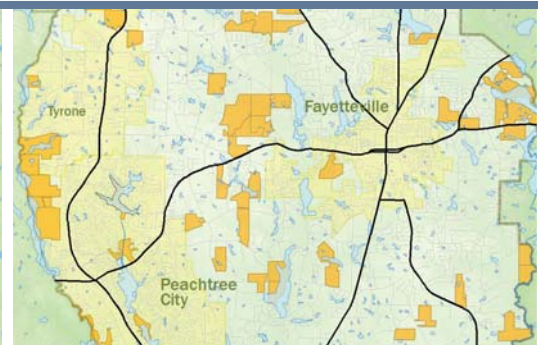
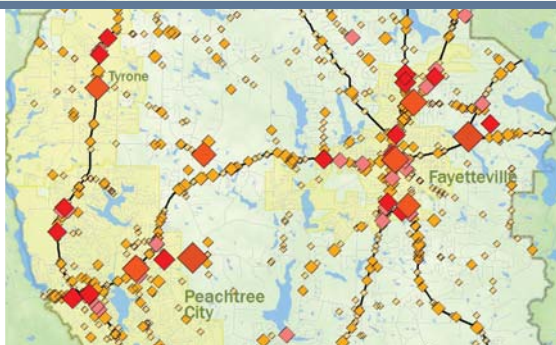
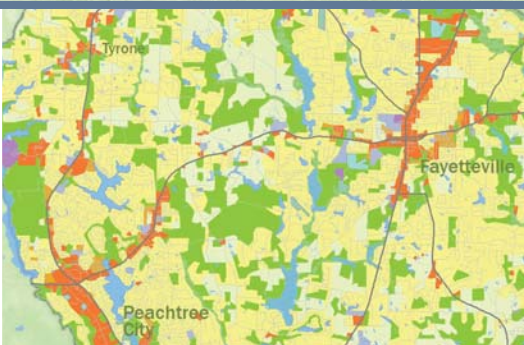


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## *Plan Recommendations*



**Chapter 6**



## 6.0 Plan Recommendation Introduction

Specific capital projects represent the major investment the County and its partner agencies will continue to make in the County's transportation system. As discussed in Chapter 4, the projects considered for final plan inclusion and recommendation consist of a balance of capacity-adding, transportation system management, and multi-modal approaches to meet future need while satisfying the community goals that served as the foundation for the Fayette Forward plan.

In addition to specific projects, the recommendations of Fayette Forward also include public policy directions so that the County is better enabled to implement and realize the plan. These policies are intended to supplement and refine the policies in the Fayette County Comprehensive Plan's transportation and land use elements. They are also intended to guide the County on involvement in enhancing its transportation system in ways other than specific projects.

### 6.1 Project Recommendations

The Fayette Forward planning team initially considered over 200 projects, many having originated in the County's 2003 Transportation Plan, Peachtree City's 2007 Transportation Plan, or other local and regional planning studies such as Livable Centers Initiative (LCI) studies or the Southern Regional Accessibility Study (SRAS). As plan development advanced, these project candidates were evaluated to gauge their responsiveness to the Fayette Forward goals developed at the outset of the plan. As discussed in Chapter 5, this evaluation of projects began with a series of technical criteria using both community-driven factors and the ARC regional travel demand model.

The result of the first round of technical evaluation was a score-based ranked list of projects. The project team emphasized in discussing this list with elected officials and the public that it did not constitute a strict order in which projects would be implemented, but rather provided an initial understanding of how certain projects balanced cost (of both construction and maintenance), response to transportation need, and response to community desires.

One of the critical steps to developing a system of priorities for implementing these projects, however, was the application of community preference and need as a non-quantifiable criterion. This criterion helped the project team to translate between strictly technical or goal-based measures and the political or community-based need for certain projects to advance before others: whether they had been proposed in the past and delayed for cost reasons, or whether they were assigned favorable scores from the point of view of the technical criteria but conflicted with community needs for reasons that the technical criteria did not capture.

For this reason, project prioritization has emphasized a series of three tiers instead of the earlier ranked list format, with each tier tied to a particular time frame, as opposed to a ranked list presenting an order in which projects should be implemented. This is intended to provide the County flexibility in continuing to assess its needs as the lifespan of the plan continues, in pursuing funding for projects, and for combining elements of multiple projects as needed. This is preferable to committing to a defined list from the outset as it facilitates



common sense and sound judgment in selecting future projects to advance. By grouping a larger number of projects into a general time frame, it also allows the application of different funding sources when they are available and to the projects for which they are appropriate, rather than potentially foregoing funding opportunities for a certain project at a given moment simply because the County has not yet advanced to that project in its implementation of the plan.

The project tiers are described in more detail in the following sections, and detailed information on each project is provided in the tables and maps on pages 3 through 11 of this chapter. Each project is defined, associated with a sponsoring agency (either the County, one of its municipalities, GDOT or some combination of the three).

### **6.1.1 Tier 1 Projects**

Tier 1 is defined as projects to be pursued within a five-year time frame and for which funding sources are primarily identified. As much of the County's previous transportation plan was supported by the 2004 SPLOST, the majority of projects in this tier are associated with the sales tax program's attendant list of projects. These are mostly projects identified in the 2003 Transportation Plan that have not yet been implemented and which, to be able to use SPLOST funds, must be implemented by 2015. Fayette County has been implementing those projects since it began to collect revenue from the SPLOST and will continue to do so through expiration of those funds.

Because of the association with the SPLOST, projects range from small intersection improvements and pedestrian projects to major capacity projects that have already been discussed as addressing transportation needs. Generally projects in this tier respond to the most critical level of need, focusing on intersections with known safety issues and on roadway segments with relatively high levels of traffic congestion. Tier 1 also includes several scoping phases where project development is carried out to a more advanced level than that provided in Fayette Forward but where actual project implementation is not proposed in the same phase. This is done for two primary reasons: to better understand project scope, costs and impacts; and to gauge these factors against project need at a potentially later date to determine if the original project concept from Fayette Forward (or one of its preceding plan documents) remains relevant.

### **6.1.2 Tier 2 Projects**

Tier 2 is defined as projects to be pursued in the next five to ten years. These projects are high priorities for the County but do not have funding sources identified and, as they satisfy less critical needs, have been recommended for consideration for the next iteration of the regional transportation plan and improvement program. These are likely to be the candidate projects for a future SPLOST program if Fayette County decides to pursue such a funding option and it is enacted by referendum.

Most Tier 2 project concepts were developed in the March 2009 Fayette Forward Open House and Design Workshop. These include several intersection projects that Fayette County had begun to explore since the 2003 Transportation Plan and 2004 SPLOST, operational corridor projects to be further defined through scoping phases, and scoping phases for capacity addition projects.





# TIER 1 PROJECTS: 1ST of 5 PAGES

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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
BG-001	B-1 (SPLOST)	Bridge	FC	Coastline Road Bridge at CSX Railroad	Bridge upgrade or replacement needed due to low structural rating (10.3). Replacement recommended.	\$1,963,000	\$1,963,000
BG-002	B-2 (SPLOST)	Bridge	FC	Westbridge Road bridge over Morning Creek	Bridge upgrade or replacement to accommodate increasing traffic and improve safety associated with horizontal curve approaching the bridge.	\$1,600,000	\$1,600,000
BG-004	B-6 (SPLOST)	Bridge	FC & Spalding	McIntosh Road Bridge over Flint River	Bridge upgrade or replacement needed due to low structural rating (9.2). Replacement recommended.	\$4,714,000	\$1,178,500
IR-008	I-11 (SPLOST)	Intersection	FC	Antioch Road/SR 92/Seay Road/Harp Road	Multiple points of intersection create safety and operational challenges. Recommendation explores either aligning off-set intersection into single intersection or to separate existing points further. Consider signal or other means for improved traffic control.	\$2,671,000	\$2,671,000
IR-009	FC-14 (SPLOST)	Intersection	FC	Newton Road at SR 92	Higher-speed travel on SR 92 along with slight skew in intersection angle creates safety challenges. Recommendation is for intersection reconfiguration to realign intersection	\$500,000	\$500,000
IR-010	FC-15 (SPLOST)	Intersection	FC	Inman Rd-Goza Rd at SR 92	Offset intersection creates safety and operational challenges. New intersection design to realign offset Inman and Goza into a single point.	\$500,000	\$500,000
IR-013	I-2 (SPLOST)	Intersection	FC	Sandy Creek Road at Sams Drive and Eastin Drive	Intersection design changes needed to reduce potential conflicts and improve overall safety. This intersection presently features two separate roads meeting Sandy Creek in 'T' intersections closely spaced. Various alternative concepts explored include separating them farther, using a roundabout to bring the two together, or a pair of roundabouts spaced farther apart than the present approaches.	\$1,618,000	\$1,618,000
IR-021	City 30% SPLOST	Intersection	Fa & GDOT	SR 54 @ Gingercake Rd	Current intersection configuration creates operational challenges due to insufficient left turn storage capacity. Add left turn phase to existing signal for traffic on Gingercake and Burch; needs GDOT approval	\$11,000	



<i>Project ID (CTP)</i>	<i>Other Project IDs used</i>	<i>Project Type</i>	<i>Lead</i>	<i>Project Name</i>	<i>Purpose and Need/ Description of Recommendation</i>	<i>Probable Cost</i>	<i>Local Share Expected</i>
IR-025	I-8 (SPLOST)	Intersection	Fa	Stonewall Avenue/ Glynn Street inter- section reconfigu- ration	Operational improvement for left turn movements from eastbound SR 54 (Stonewall) to northbound SR 85 (Glynn). Recommendation is to restripe turn lanes to re-move decision lane (shared left turn-through lane) and to allow left turns from the left-most lane of Stonewall only; reconfigure signal accordingly.	\$75,000	\$75,000
IR-031	I-16 (SPLOST)	Intersection	PC	Peachtree Parkway at Crosstown Drive	Insufficient storage space has created traffic operations challenges. Recommendation is for new turn lanes (con-ceptual engineering has already been completed) with a potential traffic signal if warranted on more detailed study.	\$1,126,529	\$910,529
IR-032	FC-8 (SPLOST)	Intersection	FC	Old Ford Road at SR 279	Intersection spacing and insufficient storage space have led to safety problems (including a notably high ac-cident rate). Recommendation is to realign Old Ford approaches to intersection with 279 to maximize spacing between this intersection and the two intersections immediately to the south of it. Turn lanes would also be added on SR 279 to provide storage for vehicles turning on Old Ford Road.	\$500,000	\$500,000
IR-033	R-4a (SPLOST)	Intersection	FC	Ellison Road at Jenkins Road	Intersection reconfiguration needed due to current angle and heavy demand during school hours. This proposes to realign the intersection to correct a skewed angle and improve safety. Ultimate project direction dependent on outcome of scoping phase.	\$845,000	\$845,000
IR-033a	R-4a (SPLOST)	Intersection	FC	Ellison Road at Jenkins Road - Scoping Phase	Scoping phase applied before principal project to fully assess need and develop project alternatives. Scoping phase should explore possible abandonment of Jenkins Road east of Ellison.	\$50,000	\$50,000
IR-038	R-4a (SPLOST)	Intersection	FC	Ellison Road at Sandy Creek Road	Intersection reconfiguration. Recommendation is to realign the intersection to correct a skewed angle and improve safety. Coordinate with Project IR-033a.	\$807,000	\$807,000
IR-100	FC-6 (SPLOST)	Intersection	FC & GDOT	Harp Road at SR 85	Insufficient storage space has created traffic operations challenges and intersection angle creates visibility and sight distance problems. Recommendation is to add turn lanes and realign intersection to approach 90 de-grees. Consider traffic signal.	\$375,000	\$375,000



# TIER 1 PROJECTS: 3RD of 5 PAGES

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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
IR-017	I-14 (SPLOST)	Intersection	FC	SR 85 Connector at Brooks-Woolsey Road	Acute angle creates sight problems and has contributed to accidents from vehicles accelerating from a stop not being seen by southbound vehicles on SR 85C. Realign intersection to correct skewed angle.	\$197,000	\$39,400
IR-102	R-4b (SPLOST)	Intersection	FC	Sandy Creek/Lees Mill Road/ Lake Road	Acute angles at both intersections create sight problems from Sandy Creek and Lake. Realign both intersections to correct skewed angles.	\$250,000	\$250,000
IR-200		Intersection	FC	Brogdon Road at New Hope Road	Improve alignment and sight distance; on-going safety concerns	TBD	?
IR-201	City 30% SPLOST	Intersection	PC	Peachtree Parkway at Braclinn Road	Intersection improvements and traffic signals.		
IR-202		Intersection	PC	Redwine Road at Robinson Road	Intersection improvements and traffic signals.		
IS-006	I-6 (SPLOST)	Intersection Signalization	Fa	Lafayette/SR 85 signal	Addition of traffic signal (compliments NW-012)	\$135,000	\$135,000
NW-009		New Street	FC	SR 54 to First Manassas Mile Connector	Trucks and heavy vehicles accessing waste transfer station must currently make entering and exiting trips using First Manassas Mile and local Fayetteville streets. Recommendation is for new street connecting SR54 to transfer station; this would provide safety improvements and congestion relief.	\$1,960,000	\$1,960,000
NW-012	R-14 (SPLOST)	New Street	Fa	Lafayette Avenue Extension	Road extension east of SR 85 to Church Street (compliments IS-006). Improves local circulation and provides better access to the downtown Fayetteville Post Office.	\$425,000	\$425,000
NW-014	R-12 (SPLOST)	New Street	Fa	SR 92 or Hood Avenue Extension	Confluence of major state routes through downtown Fayetteville contributes to traffic volumes and congestion at Glynn/Lanier and Glynn/Stonewall intersections. Recommendation is to extend either Hood Avenue or Forest Avenue (SR 92) across Glynn Street (SR 85) to connect with Jeff Davis Drive.	\$6,087,000	\$6,087,000
NW-100	City 30% SPLOST	New Road	Fa	Church Street Extension	Limited street connections in downtown Fayetteville require use of 85/92 for local trips. Recommendation is to provide a new street from Georgia Ave. to Kathi Ave. to improve downtown grid. This idea was originally developed in the downtown Fayetteville LCI.	\$1,200,000	\$250,000



<i>Project ID (CTP)</i>	<i>Other Project IDs used</i>	<i>Project Type</i>	<i>Lead</i>	<i>Project Name</i>	<i>Purpose and Need/ Description of Recommendation</i>	<i>Probable Cost</i>	<i>Local Share Expected</i>
OP-007a		Operational Improvements	Ty / FC	Tyrone Road Operational Corridor - Scoping Phase (SR 54 to SR 74)	This section of Tyrone Road has increasing traffic volumes and safety problems, including vehicle collisions and accidents involving left-turning vehicles. This scoping phase would assess the needs of the corridor and consider operational improvements from SR 54 to SR 74, especially at intersections and key locations where turn lanes are needed.	\$50,000	\$50,000
OP-009	R-1a (SPLOST)	Operational Improvements	Ty	Tyrone Road Operational Corridor Study - Scoping Phase (SR 74 to Coweta County)	Travel demand along this extent of Tyrone to reach the Tyrone/I-85 interchange has increased traffic volumes. This scoping phase would better assess the needs of the corridor and would consider operational improvements from SR 74 to the County line, especially at intersections and key locations where turn lanes are needed, as well as a conventional 2-lane to 4-lane widening.	\$50,000	\$50,000
OP-010a	R-6 (SPLOST)	Operational Improvements	FC	Kenwood Operational Corridor Study - Scoping Phase	The County has a need for added east-west travel options north of Fayetteville. Scoping phase explores widening existing Kenwood from 2 to 3 lanes as needed from 279 to New Hope, correcting problematic geometries and realigning New Hope/Kenwood intersection. Tied to general access from West Fayetteville Bypass to SR 85.	\$50,000	\$50,000
OP-011a	R-4 (SPLOST)	Operational Improvements	FC	New Hope Operational Corridor - Scoping Phase	The County has a need for added east-west travel options north of Fayetteville. Scoping phase explores widening existing New Hope from 2 to 3 lanes as needed from SR 85 to SR 92. Coordinate with IR-200.	\$50,000	\$50,000
OP-012a	R-4 (SPLOST)	Operational Improvements	FC	Lee's Mill Operational Corridor - Scoping Phase	Scoping phase recommended to explore particular locations of safety and operational improvements. Preliminary recommendation was to widen existing Lees Mill from 2 to 3 lanes as needed from SR 92 to West Fayetteville Bypass. This is a companion project of SPLOST R-4 (Northside Parkway).	\$50,000	\$50,000
OP-014	R-13a and R-13b (SPLOST)	Operational Improvements/ Streetscape	Fa	Extend medians on SR 85 from Grady to Georgia Ave. to manage access through downtown	Existing two-way left turn lane allows several mid-block movements and turns against oncoming traffic. The purpose is to improve safety by controlling left turn movements.	\$1,832,000	\$366,400





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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
RC-004b	FA-085B (RTP)	Roadway Capacity	GDOT	SR 85 widening (Price Road to Grady Ave)	To alleviate traffic congestion and improve traffic operations south of downtown Fayetteville, recommendation is to widen SR 85 from 2 to 4 lanes from Price to Grady.		
RC-005a	R-26 (SPLOST)	Roadway Capacity	PC	Crosstown Drive Widening - Scoping Phase	Forecast travel demand may exceed capacity along Crosstown. The scoping phase is recommended to study widening from 2 to 4 lanes from SR 74 (Joel Cowan) to Peachtree Parkway.	\$50,000	\$50,000
RC-006		Roadway Capacity	GDOT	SR 54 East Widening (Fayetteville Rd / Jonesboro Rd)	Current traffic congestion and traffic operations challenges have suggested a need for roadway capacity enhancements. Recommendation is to widen from 2 to 4 lanes from McDonough Rd in Fayette County to US 19/41 in Clayton County. This will require coordination with GDOT and Clayton County.	\$23,359,000	\$0
RC-010a		Roadway Capacity	GDOT	SR 279 Widening - Scoping Phase	Freight and passenger access demand to I-85, Hartsfield-Jackson Airport and south Fulton County suggests a need for capacity improvement. Scoping phase to study widening SR 279 from 2 to 4 lanes from SR 85 to Fulton County line.	\$50,000	\$50,000
RTP-002	R-5 (SPLOST)	New Street/Roadway Capacity	FC	West Fayetteville Bypass Phase II	This project addresses a need for enhanced north-south travel options. The project continues the Phase I parkway, from Sandy Creek Road to SR 92.	\$11,500,000	\$11,500,000
RTP-003	R-28b (SPLOST)	New Street/Roadway Capacity	FC	West Fayetteville Bypass Phase III	This project addresses a need for enhanced north-south travel options. This continues the Phase I parkway to the south, from Lester Road to SR 85.	\$11,725,340	\$11,725,340
SS-002	City 30% SPLOST	Path / Trail	Fa	Downtown Improvements	Fayetteville wishes to improve its downtown pedestrian environment as part of an overall interest in downtown revitalization. Recommendation is for streetscape and pedestrian crossing improvements in downtown area.	\$1,000,000	\$1,000,000
TR-042		Path / Trail	PC	Robinson Road Path Completion	This project addresses gaps in Trail System along Robinson Road north and South of Spear Road intersection.	\$180,000	\$180,000



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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
BG-010		Bridge	FC	Helmer Road Bridge over Camp Creek	Current bridge is narrow and does not easily accommodate heavy vehicles. Recommendation is to replace existing structure with a wider bridge and correct approach geometry.	\$715,000	\$715,000
IR-007	FC-10 (SPLOST)	Intersection	FC & Fa	New Hope Rd/SR 85	This project seeks to address queuing issues on New Hope Road by adding an eastbound right turn lane on New Hope. Coordinate with OP-011a.	\$250,000	\$250,000
IR-018	R-22 (SPLOST)	Intersection	FC	Hampton Road and SR 92	This offset intersection has created safety and operational challenges. Recommendation is to explore realignment of intersection to create a single point and/or extend Hampton Road across SR 92 to Brooks Woolsey Road.	\$1,898,000	\$379,600
IR-019	R-23 (SPLOST)	Intersection	FC	Gozza Road Realignment at Bernhard Road	Current intersection angle (and angle of Bernhard/Stolen Hours Lane intersection) creates sight and safety problems. Recommendation is for realignment of Bernhard Road intersection approach.	\$2,001,000	\$2,001,000
IR-026		Intersection	Fa	Lafayette Avenue at Tiger Trail	Intersection reconfiguration to explore additional capacity and improved traffic operations; dependent upon IS-006 and NW-014.	\$200,000	\$200,000
IR-034		Intersection	FC	Ellison Rd at Tyrone Rd	Intersection angle creates sight distance problems, especially with high travel speeds that sometimes occur on Tyrone Road. Recommendation is for intersection reconfiguration adding a roundabout or realignment of Ellison approaches, dependent upon the findings of OP-007a.	\$1,906,000	\$1,906,000



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<b>Project ID (CTP)</b>	<b>Other Project IDs used</b>	<b>Project Type</b>	<b>Lead</b>	<b>Project Name</b>	<b>Purpose and Need/ Description of Recommendation</b>	<b>Probable Cost</b>	<b>Local Share Expected</b>
IR-035		Intersection	FC	Flat Creek at Tyrone Rd	Intersection angle creates sight distance problems and has led to severe vehicle collisions with injuries, especially with high travel speeds that sometimes occur on Tyrone Road. Recommendation is for intersection reconfiguration adding a roundabout or realignment of Flat Creek approaches; dependent upon OP-007a.	\$1,170,000	\$1,170,000
IR-037		Intersection	FC	Redwine Road at Birkdale Road-Quarters Road	High speed approaching traffic and limited sight distance due to Redwine curves have created potential safety hazards. Recommendation is for a new intersection design, with roundabout. This project and recommendation have generated some public opposition; alternative approaches including exploring a 4-way stop (if warranted) or introducing speed control measures along Redwine approaches.	\$977,000	\$977,000
IR-040		Intersection	FC	Ebenezer Rd at Spear Rd	Offset intersection has led to accidents, some involving injuries. The need for speed control along Ebenezer has been expressed in particular by the public. Recommendation is for intersection reconfiguration; options include roundabout or realignment to a single point. Coordination with proximate cemetery will be necessary.	\$617,000	\$617,000
IR-042		Intersection	Ty	Arrowood / Swanson / Palmetto	Curves on Tyrone-Palmetto Road and intersection angles have created sight distance and potential safety problems. Recommendation is to realign Swanson and Arrowood to intersect with Palmetto at a single point, likely closing Swanson access to/from Palmetto and using Arrowood only. Possible roundabout control. Coordinate with OP-009.	\$1,694,000	\$1,694,000
IR-043		Intersection	FC	Dogwood Trail/Tyrone Road	Recommendation is to realign intersection to correct intersection skew; dependent upon OP-007a.	\$643,000	\$643,000



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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
IR-044		Intersection	FC	Bernhard/Redwine	Recommendation is to explore intersection configuration to alleviate traffic queues from four-way stop, consider roundabout.	\$440,000	\$440,000
IR-046		Intersection	Ty	Senoia Road Railroad Crossing at Dogwood	Traffic stops due to train crossings at Senoia can cause queuing and delay. Recommendation is to add a northbound right turn lane allowing bypass of queues at railroad for traffic wishing to reach SR 74.	\$186,000	\$186,000
IR-047		Intersection	FC	SR 279/Helmer Road	Current southbound traffic operations are complicated by the lack of dedicated left turn lanes. Recommendation is to add a southbound left turn lane from 279 to Helmer. This should be coordinated with RC-010a (in Tier 1) to ensure a consistent improvement strategy with the outcome of the SR 279 scoping phase.	\$481,000	\$96,200
IR-203		Intersection	PC	Crosstown at Robinson Road	Intersection Improvements to improve capacity, traffic operations and safety. Recommended single-lane roundabout.		
IR-204		Intersection	PC	SR 54 at Commerce Drive	Intersection Improvements to improve capacity, traffic operations and safety. Close median at 54, install traffic signal at SR 74.		
IR-205		Intersection	PC	SR 54 at Robinson Road	Intersection Improvements to improve capacity, traffic operations and safety. Long-range. Traffic signal exists; left turn lanes on all approaches.		
IR-206		Intersection	PC	SR 74 at Kedron Drive South	Intersection Improvements and Traffic Signal (possible turn lanes on Kedron).		
IR-207		Intersection	PC	TDK Boulevard and Dividend Drive	Intersection Improvements and Traffic Signal. Turn lane improvements and possible signalization when warranted.		
IR-208		Intersection	PC	Tinsley Mill and Loring Lane	Intersection Improvements on Peachtree Parkway.		
IS-010		Intersection	PC	Georgian Park at Peachtree Parkway	Intersection Improvements and Traffic Signal		





Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
NS-001a		New Street	PC	MacDuff Parkway Extension Phase 1	Extension to Kedron Drive South. This is intended to be provided by private development north of SR 54 and west of SR 74; Peachtree City should coordinate as needed to ensure street connection.		
NS-001b		New Street	PC	MacDuff Parkway Extension Phase 2	Extension to Kedron Drive North. This is intended to be provided by private development north of SR 54 and west of SR 74; Peachtree City should coordinate as needed to ensure street connection.		
NS-100		New Street	PC	SR 74 South Interparcel Connection	Addition of new street from Sierra Drive to Dividend Drive.		
NW-017		New Street	Fa	Industrial Way	Lack of street network and connections to SR 54 have concentrated traffic at a limited number of intersections. Recommendation is to extend existing road north to SR 54. Existing ROW along alignment may reduce cost.	\$2,128,000	\$2,128,000
OP-007b		Operational Improvements	Ty	Tyrone Rd (SR 54 to SR 74)	Recommendation is to enhance Tyrone Road with turn lanes and intersection improvements from SR 54 to SR 74 at intersections and key locations where turn lanes are needed. This will be refined by OP-007a, the scoping phase (listed in Tier 1) that defines this project in greater detail.	\$8,432,000	\$1,686,400
OP-008		Operational Improvements	Fa	Grady Operational Improvements	Operational improvements may include a full three-lane section with reversible turn lane on Grady from SR 85/92 to 54. Coordinate with a roundabout planned at Bearegard independent of this project. Also include evaluation of pedestrian & bicycle improvements. Coordinate with NW-009.	\$2,954,000	\$2,954,000



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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
OP-010b	R-6 (SPLOST)	Operational Improvements	FC	Kenwood Operational Corridor	Implementation of scoping phase results from OP-010a. Recommendations may include turn lanes and intersection improvements from 279 to New Hope, correcting problematic geometries and realigning New Hope/Kenwood intersection. Tied to general access from West Fayetteville Bypass to SR 85.	\$6,488,000	\$1,297,600
OP-011b	R-4 (SPLOST)	Operational Improvements	FC	New Hope Operational Corridor	Implementation of scoping phase results from OP-011a. Project scope will likely include turn lanes, passing lanes, realignments and other safety and operational improvements.	\$1,593,000	\$318,600
OP-012b	R-4 (SPLOST)	Operational Improvements	FC	Lee's Mill Operational Corridor	Implementation of scoping phase results from OP-012b. Possible recommendation is to enhance Lee's Mill Road with turn lanes and intersection improvements from SR 92 to West Fayetteville Bypass.	\$1,653,000	\$330,600
OP-013		Operational Improvements	FC, Fa & GDOT	SR 85 South - Corridor Operational Improvements for School Zone	Frequent school-related turns and insufficient storage space for these turns have complicated operations and compromised safety on SR 85. Recommendation is to enhance SR 85 with turn lanes, intersection improvements and access management from Harp Road to Bernhard Road. Consider directing some school traffic onto Goza Road.	\$4,797,000	\$959,400
OP-100	City30% SPLOST	Operational Improvements	Fa	Washington Street/Carver St. Improvements	Downtown Fayetteville revitalization efforts have sought to strengthen street network. Recommendation is to connect Washington to SR 85 and to resurface and upgrade Carver Street.	\$700,000	\$200,000
RA-001	City30% SPLOST	Roadway Realignment	Fa	White Road	Curve between Heritage Lake and Woodbyne is at an uncomfortable angle; recommendation is to smooth this curve.	\$1,107,000	



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RC-005b	R-26 (SPLOST)	Roadway Capacity	PC	Crosstown Drive Widening	Widen from 2 to 4 lanes from SR 74 (Joel Cowan) to Peachtree Parkway. Dependent upon scoping phase (RC-005a, defined in Tier 1).	\$5,467,000	\$1,093,400
RTP-004	R-8 (SPLOST)	New Street	FC	E. Fayetteville Bypass - Phase I	This project addresses a general need for greater north-south connectivity and network options outside of downtown Fayetteville. This constructs a new 2-lane roadway from S. Jeff Davis Drive to SR 54.	\$28,500,000	\$5,700,000
RTP-005	R-8b (SPLOST)	New Street	FC	E. Fayetteville Bypass - Phase II	This project addresses a general need for greater north-south connectivity and network options outside of downtown Fayetteville. This constructs a new 2-lane roadway from SR 54 to SR 85	\$33,120,000	\$6,624,000
TR-006	S-1 (SPLOST)	Multi-Use Trail/Path	Fa	Downtown Fayetteville Greenway System	Downtown Fayetteville revitalization efforts and the City's interest in promoting walkability have outlined a need for better pedestrian connections. This project introduces a path system connecting major city landmarks with new downtown development.	\$780,000	\$780,000



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May 2010**

<i>Project ID (CTP)</i>	<i>Other Project IDs used</i>	<i>Project Type</i>	<i>Lead</i>	<i>Project Name</i>	<i>Purpose and Need/ Description of Recommendation</i>	<i>Probable Cost</i>	<i>Local Share Expected</i>
BG-006		Bridge	FC	Snead Road Bridge over Shoal Creek	This project seeks to improve connectivity in the south County by replacing the bridge over Shoal Creek. This project should be coordinated with development of surrounding land.	\$1,370,000	\$1,370,000
BG-007		Bridge	FC	Hood Rd Bridge over Whitewater Creek	This project seeks to improve connectivity north and west of Fayetteville by replacing the bridge over Whitewater Creek. Efforts in this project should be coordinated with neighborhood residents and property owners who have expressed concerns over the project.	\$1,809,000	\$1,809,000
BG-008		Bridge	FC	Hillsbridge Road Bridge over Flint River	This project seeks to improve access to and from the north County and adds a new bridge. It requires partnership with Clayton on landings and connections.	\$3,486,000	\$1,743,000
BG-009		Bridge	GDOT	SR 54 at Hickory Road culvert improvements	Potential safety problems along 54 due to current culvert condition. Recommendation is to improve 54 roadside elements to address drop-off and shoulder over box culvert.	\$155,000	\$155,000
IR-036		Intersection	FC	Goza Rd @ Old Greenville Rd	The current four-way stop has potential to create queuing and delay if development in the south County continues to use Goza and other thoroughfares for regional travel. Recommendation is for intersection redesign, including option of roundabout	\$1,195,000	\$1,195,000
IR-209		Intersection	PC	SR 54 at Walt Banks Road	Intersection Improvements to improve safety and traffic operations.		
NS-101		New Street	PC	Northeast Collector	New Street connecting Sumner Road to Dogwood Trail (featured originally in Peachtree City Transportation Plan).		
NS-102		New Street	PC	Northwest Collector	New Street from the intersection of North Kedron Drive and MacDuff Parkway to Minix Road (featured originally in Peachtree City Transportation Plan).		





# TIER 3 PROJECTS: 2ND of 4 PAGES

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**For Public Review  
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Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
NW-003		Roadway Surfacing	FC	Mann Rd Improvements	Improvements to Mann Road from Jenkins extension to Fulton County Line. Should be coordinated with NW-002. Includes reconstruction of Trickum Creek Bridge.	\$2,679,000	\$2,679,000
NW-015		New Street	FC	First Manassas Mile Rd	Extend road to Lester Rd to enhance overall network and connectivity options. This project includes potential environmental impacts and a likely high cost; this should be explored if development in southwest Fayetteville continues and increases the need for connectivity options.	\$5,429,000	\$5,429,000
NW-016		New Street	FC	Sherwood Rd	Extend road to Lester Rd to enhance overall network and connectivity options. The approach at this extension would be used by First Manassas Mile Road if project NW-015 were pursued; the consequent recommendation would be for Sherwood to intersect with First Manassas at a right angle at least 300 feet from First Manassas/Lester intersection.	\$314,000	\$314,000
NW-020		New Street	FC	McDonough Road Extension I	Extend McDonough Road to Banks Road to enhance overall network and connectivity options and alleviate travel need through downtown Fayetteville; coordinate with development of surrounding land.	\$4,646,000	\$929,200
NW-021		New Street	FC	McDonough Road Extension II	Extend McDonough Road from Banks Road to SR 85 at Ellis Road, or New Hope Road, to enhance overall network and connectivity options and alleviate travel need through downtown Fayetteville. Only to be programmed if NW-020 is programmed prior or concurrently.	\$3,164,000	\$632,800
OP-004		Operational Improvements	FC	Brooks-Woolsey Rd	Recommendation is for operational improvements from SR 85C to Antioch Rd at intersections and key locations where turn lanes are needed. Includes widened shoulders for bicycle route accommodation.	\$5,848,000	\$1,169,600



# TIER 3 PROJECTS: 3RD of 4 PAGES

**DRAFT**

**For Public Review  
May 2010**

Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
OP-005		Operational Improvements	FC	Goza Rd	Recommendation is for operational improvements from SR 85 to SR 92 at intersections and key locations where turn lanes are needed. Includes widened shoulders for bicycle route accommodation.	\$4,192,000	\$838,400
OP-006		Operational Improvements	FC	Antioch Rd	Recommendation is for operational improvements from Brooks-Woolsey Rd to SR 92 at intersections and key locations where turn lanes are needed. Includes widened shoulders for bicycle route accommodation.	\$7,222,000	\$7,222,000
RC-001		Roadway Capacity	GDOT	SR 92 (McBride to Jimmie Mayfield)	Traffic operations and congestion that may result from projected volumes have suggested a long-term need for added capacity. Recommendation is to widen from 2 to 4 lanes from McBride Rd to Jimmie Mayfield Drive.	\$18,613,120	\$3,722,624
RC-003	FA-085A1 (RTP)	Roadway Capacity	GDOT	SR 85 widening (74 to Bernhard)	Traffic operations and congestion that may result from projected volumes have suggested a long-term need for added capacity. This project should include a scoping phase that evaluates a widening from 2 to 4 lanes from SR 74 (Joel Cowan) to Bernhard Rd and considers smaller-scale operational improvements.	\$18,642,000	\$-
RC-004a	FA-085B (RTP)	Roadway Capacity	GDOT	SR 85 widening (Bernhard to Price)	Traffic operations and congestion that may result from projected volumes have suggested a long-term need for added capacity. This project should include a scoping phase that evaluates a widening from 2 to 4 lanes from Bernhard Rd to Price Road and considers smaller-scale operational improvements. (see RC-004b)		



# TIER 3 PROJECTS: 4TH of 4 PAGES

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**For Public Review  
May 2010**

Project ID (CTP)	Other Project IDs used	Project Type	Lead	Project Name	Purpose and Need/ Description of Recommendation	Probable Cost	Local Share Expected
RC-008		Roadway Capacity	GDOT	SR 85 (SR 279 to Clayton County Line)	Traffic operations and congestion that may result from projected volumes have suggested a long-term need for added capacity. Recommendation is to widen from 4 to 6 lanes from SR 279 in Fayette County to Roberts Drive in the City of Riverdale. This project will require coordination with GDOT and Clayton County.	\$3,117,000	\$623,400
RC-009		Roadway Capacity	GDOT	SR 920 (Metro Arterial Connector, McDonough Rd section)	Projected growth in freight traffic in the southern Atlanta region and projected growth in traffic volumes have suggested a long-term need for added capacity. This project recommendation is to coordinate with ARC in development of the MAC study to explore widening of McDonough Road from 2 to 4 lanes from SR 54 (Jonesboro Rd) in Fayette County to US 19/41 (Tara Blvd) in Clayton County.	\$17,085,000	\$-
RC-010b		Roadway Capacity	GDOT	SR 279 widening (SR 85 to Fulton County Line)	Widen SR 279 from 2 to 4 lanes from SR 85 to county line, dependent on the recommended outcome of the RC-010a scoping phase listed in Tier 1.	\$34,263,000	\$6,852,600
RC-020		Roadway Capacity	Fa	SR 92 Connector Widening (85 to Jimmie Mayfield)	Traffic operations and congestion that may result from projected volumes have suggested a long-term need for added capacity. Recommendation is to Widen from 2 to 4 lanes and improve intersections between SR 85 and the Jimmie Mayfield/SR 92 intersection	\$2,243,000	\$400,000
TR-015		Multi-Use Path/Trail	FC	Ebenezer Church Trail	This project responds to community interest in enhanced trail and multi-modal connections in the County. Recommendation is for a multi-use path along Ebenezer Church and Spear Roads from Redwine Road to Robinson Road.	\$2,290,000	\$-



### 6.1.3 Tier 3 Projects

Tier 3 projects are those projects for which funding sources have not been identified and where implementation is recommended for a longer-term time frame, generally in the next ten to twenty years. These are projects that address needs not currently experienced in the County but that are expected through the County's projected growth in the next 20 years.

### 6.1.4 Capacity and Operational Projects

In the case of certain major roadways, the Fayette Forward plan development process explored more than one project concept to address different levels of need. In many cases, a traditional capacity project, usually in the form of a two-lane to four-lane road widening, was tested against expected future population, employment and travel demand and shown to keep roadway operations at high levels. In some cases on the same extent of roadway, however, a series of projects encompassing a smaller footprint and representing lower overall costs could also achieve an acceptable level of performance. For this reason, both alternatives were considered and proposed to the community during the public outreach process. Preliminary recommendations were to pursue traditional capacity-based widening projects on roadways where smaller operational improvements would still not stem a significant decrease in overall roadway level of service. On roads where operational improvements were expected to alleviate traffic conditions and preserve an acceptable level of service, preliminary recommendations advised pursuing this option instead. The following table illustrates the different roadway extents or potential projects where two different potential directions were proposed and discusses the relative performance of each.

**Table 6.1.4A Comparison of Capacity and Operational Alternatives on Major Corridors**

<i>Road/Extent</i>	<i>Capacity-Adding Alternative</i>	<i>Capacity-Adding Outcome LOS</i>	<i>Operations Alternative</i>	<i>Operations Outcome LOS</i>	<i>Recommendation for CTP Pursuit</i>
SR 54 McDonough Road to Clayton County Line	<b>RC-006</b> Total Cost: \$23,359,000	LOS C	<b>IR-002</b> <b>NW-020</b> <b>NW-021</b> Total Cost: \$8,782,000	LOS D-E	Capacity-Adding Alternative
SR 85 Price Road to Bernhard Road	<b>RC-004</b> Total Cost: \$23,812,000	LOS A	<b>IR-005</b> <b>OP-008</b> Total Cost: \$3,204,000	LOS D	Operations Alternative
SR 85 Bernhard Road to SR 74	<b>RC-003</b> Total Cost: \$18,642,000	LOS A-B	<b>IR-004</b> <b>IR-037</b> <b>IR-044</b> <b>OP-013</b> Total Cost: \$6,214,000	LOS B-C	Operations Alternative
SR 92 Jeff Davis Parkway to Antioch Road	<b>RC-001</b> Total Cost: \$18,613,120	LOS B-C	<b>IR-008</b> <b>IR-010</b> <b>IR-015</b> <b>OP-006</b> Total Cost: \$10,293,000	LOS D-E	Capacity-Adding Alternative





**Scoping Phases to determine projects to pursue.** As indicated in the Transportation Action Plan in Chapter 1, the County could use detailed scoping studies to examine traffic operations, safety and accident data, and roadway characteristics to assess project need and determine which approach/alternative to implement. In some cases, the preliminary recommendation mentioned in the section above points to a clear benefit from pursuing a widening project within the plan's time frame. In others, however, the benefit is less clear, certainly relative to the project cost, and pursuit of an operations-based project is recommended as a way of addressing critical need and maintaining acceptable levels of roadway service. The scoping studies are intended to provide a corridor study to define the project's parameters.

Section 6.2.1 provides additional guidance on how scoping studies should be defined. Listed below are the scoping phase components envisioned for several Tier 1 project. Although not specifically listed, the scoping phase would also assess the need for pedestrian and bicycle improvements along each corridor.

**Table 6.1.4B Key Scoping Requirements for Major Corridors**

<i>Project ID</i>	<i>Corridor for Scoping Phase</i>	<i>Critical Scoping Phase Components</i>
OP-007	Tyrone Road – SR 54 to SR 74	Location of turn lanes, sight distance improvements and possible two-way left turn lane extents
OP-009	Tyrone-Palmetto Road – SR 74 to Coweta County Line	Operations or two-lane widening; location of turn lanes, sight distance improvements and possible two-way left turn lane extents
OP-010	Kenwood Road – SR 279 to New Hope Road	Location of turn lanes, access management needs, sight distance improvements and possible two-way left turn lane extents
OP-011	New Hope Road – Kenwood Road to SR 92	Location of turn lanes, access management needs, sight distance improvements and possible two-way left turn lane extents
OP-012	Lee's Mill Road – SR 92 to West Fayetteville Bypass	Location of turn lanes, access management needs, sight distance improvements and possible two-way left turn lane extents
RC-005	Crosstown Drive Capacity Addition	Need for and extent of 2-lane to 4-lane widening
RC-010	SR 279 Capacity Addition	Need for and extent of 2-lane to 4-lane widening, including application of access management needs



## 6.1.5 Candidate Projects Not Recommended for Implementation

Certain projects, whether originating in previous plans and studies or developed in concept through the Fayette Forward planning process, did not receive feedback indicating strong support of the public or of elected officials. These projects are listed and described here with a statement of the reasons that more advanced consideration is not recommended.

**Table 6.1.5 Candidate Projects Not Recommended for Implementation**

<i><b>Project ID (CTP)</b></i>	<i><b>Project Type</b></i>	<i><b>Project Name</b></i>	<i><b>Description</b></i>	<i><b>Probable Cost</b></i>	<i><b>Reason for not recommending</b></i>
IR-022	Intersection Study	SR 54/SR 74 Intersection Study	Develop study of alternatives for SR 54/SR 74 intersection design to develop GDOT concept report	\$200,000	Project to be advanced by Georgia DOT
NW-010	New Street	TDK Blvd. Extension	Extend TDK Boulevard west of Dividend Drive to Coweta County		GRTA is requiring TDK to be four lanes from Coweta County through to SR 74. This would cause significant hardship for Peachtree City to assume this obligation.
IR-041	Intersection	Peachtree Parkway at Walt Banks Road	Operational improvements	\$692,167	The intersection currently has adequate capacity and level of service, and right-of-way impacts will be significant.
RC-015	Roadway Capacity	SR 20 Extension	Extend SR 20 from US 41 in Hampton to SR 54 in Peachtree City	\$283,000,000	Developed and cost estimated in Southern Regional Accessibility Study. Not enough information from that study to understand benefits to County; operational nature of roadway not consistent with land uses in the part of the County where it is proposed; likely to have significant property impacts in County and Peachtree City.

## 6.2 Policy Recommendations and Implementation Strategies

An important function of the Fayette Forward plan is to identify potential policies that Fayette County can adopt to formalize its pursuit of the plan's recommended approach. These include policies that guide day-to-day efforts the County takes in maintaining its transportation system as well as policies relating to broader ambitions and objectives.

### 6.2.1 New Project Scoping Phases

As recommended in Section 6.1, many transportation projects would begin with a scoping phase. This represents a new approach to project planning and development in Fayette County and is intended to give the County flexibility in implementing projects and reduce its obligations to commit to projects before fully understanding their costs and impacts. They are also intended to allow the County and its partner agencies to collaborate at a geographic level focused on smaller regions, such as specific project corridors or subareas. This is intended to break a project's geographic area into manageable sections, in turn allowing the County to begin considering more detailed land use and mobility concerns through a collaborative process. It is here that major transportation projects begin to fully take shape as Fayette County and its partner agencies better understand the implications of its project proposal on the community.

One area of the transportation planning process that continues to be neglected in many places is the intermediate step of small area planning, especially for sub-areas and corridors. ARC's Livable Centers Initiative program is an example of this kind of planning and emphasizes transportation improvements as a key element of successful and vibrant activity centers. Two LCI studies have already been conducted in Fayette County, both of which utilized scoping phases to define transportation needs and improvements within these LCI areas. In other parts of the County, the use of scoping phases can bridge the gap between the identification of broad area deficiencies and the development of a solution in the form of a project. The regional transportation model may identify general capacity deficiencies and may even suggest future corridors where street expansion would be necessary, but the sub-area or corridor plan allows the County to better gauge the 'fit' of these projects in the communities they will be serving and to decide on the most sustainable, viable transportation investment to make there.

These scoping phases also give the County and its municipalities a more formal opportunity to consider the connection to land use planning, reflecting a major overall intent of the Fayette Forward plan to better tie

#### **POLICY RECOMMENDATION**

**Employ scoping phases on recommendation of staff to better understand the extent, cost, impacts and benefits of a project and pursue projects that best balance these factors.**

#### **IMPLEMENTATION STRATEGY**

- Set aside funding in consultation with partner agencies (such as GDOT if the project would be a part of its jurisdiction) to pursue studies.
- Review data to determine specific purpose and need.
- Look beyond conventional measures (such as capacity preservation) and confirm that need is consistent with future population and development expectations.
- Develop a corridor plan that identifies specific improvements and sets access and operational parameters.
- Develop a statement of probable cost.



transportation investments to the desired land use future that the County wishes to pursue. From a land use perspective, the scoping phase allows a more detailed forum for defining land use and site development approaches, especially in terms of local land access. With an understanding of the critical project transportation needs in mind, it is important to understand the role and function of the road and respect it. Though local governments have often carried out a community vision with regard to land use planning, the relationship of these uses to the transportation system through development and design standards is rarely defined as thoroughly.

The scoping phase can also allow street master plans, such as that defined in Fayette Forward, to be refined from the original findings of the Fayette Forward planning process. Rather than assessing this level of detail at the county-wide comprehensive plan level, the scoping phase allows the County to examine such design details as collector and local street connectivity, street spacing and potential signal locations in greater detail. A scoping study may include the following components.

***Traffic and Safety Analysis.*** This component of a scoping phase would review current and projected travel demand, as expressed in appropriate terms for the specific parts of a project being studied (such as daily traffic volumes for a roadway segment and turning movement counts for key intersections). It would also review accident data, available from GDOT, to understand distribution and major causes of accidents in the project area and how the project should address them.

***Corridor or project area plan.*** A corridor plan typically consists of identification of a point-to-point segment of an existing or future transportation corridor. However, a broad definition of a corridor is not confined to a single street right-of-way, but includes the adjacent land uses, properties and even a look at parallel streets (where they exist) and the connections between them. Fayette County or one of its municipalities would establish a plan for this corridor to better gauge future development and understand where infrastructure enhancements would be necessary to support it (such as left turn lanes and driveway access).

***Overall scoping phase report.*** The outcome should be a report consistent with the format of scoping phases used for projects developed under the ARC LCI program studies to facilitate coordination with GDOT (which develops a separate Concept Report for projects under its Plan Development Process) and the distribution of federal assistance for funding the project. This report should include the following:

- Project purpose and need
- Project extent
- Analysis of Impact
- Feasibility
- Statement of Preferred Alternative
- Statement of Probable Cost
- Statement of Political Support





## 6.2.2 Facility Maintenance

The Fayette County transportation program includes system maintenance as well as new project implementation. This policy proposes a revised approach to roadway operations and maintenance. Specifically, it recommends modernizing the County's existing transportation infrastructure to meet current and future needs. The revised approach considers paved and stabilized shoulders, curves and sight distances, drainage, and the condition and materials of the roadway, in addition to traditional resurfacing. The County should accordingly use an appropriate degree of flexibility from one project to another.

**Roadway Rehabilitation.** Each year Fayette County resurfaces 20 to 25 miles of County roads using General Funds, transportation SPLOST dollars, and State and/or Federal dollars. Under the revised operations and maintenance policy, several roads would be programmed each year, via the Capital Improvement Program or other funding source, for modernization and upgrading. Improvements may include shoulder stabilization, guardrail installation, straightening of curves, bike lanes or multi-use path construction, drainage improvements or other safety or operational improvement. The work could be done by the Road Department during the off-season and coordinated with subsequent resurfacing of the road.

**Gravel and other unpaved roadway surfaces.** Fayette County has over 50 miles of gravel roads. Throughout the course of Fayette Forward plan development, the project team heard input from residents suggesting both a need for paving of some of these roads and a strong interest in leaving them unpaved. Partly as a result of this and partly due to the low traffic volumes that these roads currently carry, no paving project candidates were developed during the Fayette Forward process. Instead, the recommendation of the plan is that the County should continue to program these projects through its Capital Improvement Program, based on the following factors:

- Fayette County should weigh public sentiment, especially that of residents of these roads, against current and future maintenance costs in pursuing pavement projects.
- The County should notify property owners of its intent to include a paving project in the Capital Improvement Program and should consider requiring demonstration of support or opposition from a majority of property owners on a road. This would constitute approval or support by at least eighty (80) percent of property owners (measured using linear feet of road frontage).
- The County should strive to maintain existing natural features and community character to the extent practical when paving roads. In particular, this includes minimal disruption of existing

### POLICY RECOMMENDATION

**Revise the County's current roadway resurfacing program to take a more thorough rehabilitation focus.**

### IMPLEMENTATION STRATEGY

Consider each roadway rehabilitation project in terms of a range of options:

- Are stabilized shoulders of adequate width?
- Does the roadway need paved shoulders in accordance with truck traffic or bicycle demand?
- Does drainage need improvement to be sufficient?
- Do intersections have design features appropriate to a selected roadway design speed?

Resurfacing projects will be programmed into the County's Capital Improvement Program on an annual basis.



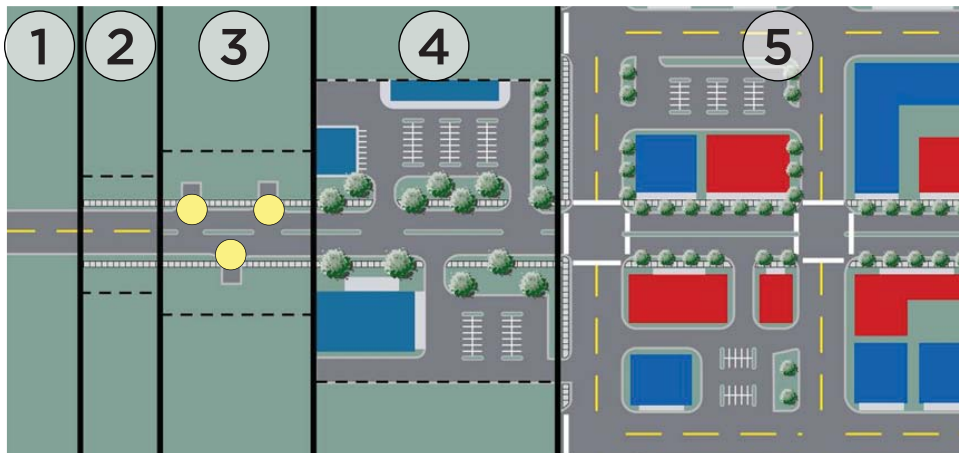
vegetation and topography. Revisions to the County's Development Standards may be required to provide design options for paving of low-volume, rural roads while minimizing clearing and grading.

These factors are generally consistent with the County's existing procedures for evaluating and prioritizing gravel roads improvements.

## 6.2.3 Access Management

As a county that has experienced relatively recent and rapid growth, Fayette County has seen pressure to zone and permit development along major roadways that generates significant amounts of vehicular traffic. This adds traffic to these roads, but more importantly, it adds local traffic to roads that have been conventionally designated to accommodate longer-range, regional travel. The conflict between these two is not only in the

**Figure and Table 6.2.3A Access Management Approaches for Existing Corridors**



*Access management begins to emerge as a more complex set of concerns and priorities as development intensity increases and land use patterns become more varied. In the most rural settings (Approach 1) formal access management may not be needed. In more developed areas (Approaches 4 and 5), access management involves coordination of driveways for multiple parcels and the use of parallel street network to provide access.*

	Approach	Applicability
1	<b>No management:</b> applies in rural contexts with limited driveway access	Local roads with relatively low volumes (ADT > 4,000)
2	<b>Right-of-way management:</b> applies along major roadways where growth is expected	Higher-volume roads but in predominantly rural, low-density settings
3	<b>Access identification:</b> Specifies points where access and intersections are allowed	Existing roads where development is expected; capacity projects and new roads
4	<b>Driveway-based management:</b> Organizes access for multiple buildings and properties for safe spacing	In established built environments without regular side-streets, or in between these side streets where they exist but are not on a regular block-level spacing.
5	<b>Public street-based management:</b> relies on existing side streets to provide service access instead of driveways off of a corridor's principal road	In established built environments with regular side-street spacing (especially Fayetteville)

form of added traffic: it is also seen in vehicle conflicts between through movements and turning movements accessing driveways and cross streets. Areas of heavy conflict tend to be areas where crashes occur at greater frequency.

The objective of access management programs is to reduce the frequency and severity of these crashes by introducing a more legible and predictable system of local land use access. In many cases, access management programs rely heavily on medians and other methods of restricting access to driveways accessing properties outside of the public right of way. More sophisticated programs consider the needs of specific land uses and provide guidance on driveway consolidation and cross-parcel accessibility off the roadway, reducing the number of potential conflict points and allowing a single driveway to serve multiple parcels.

### **POLICY RECOMMENDATION**

**Define access points for new roadways at the time of their planning and coordinate with the municipalities of the County to develop a sustainable, community-sensitive form of access management on already-built roadways and corridors.**

### **IMPLEMENTATION STRATEGY**

For new roadways, use the following approaches based on the diagram on page 16:

- Approach 3 where no street network is expected or away from key intersections
- Approach 4 to specify single driveway access for multiple properties (especially for one driveway to serve two properties and be located over the property line dividing them)
- Approach 5 where street network is expected or planned as part of a new development

For existing roadways and established corridors, use the following approaches based on the diagram on page 16:

- Approach 1 on local, rural roads
- Approach 3 on collector and arterial roads in rural contexts. Changes to existing access locations will only be required if property redevelops or seeks building permit.
- Approaches 4 and 5 on collector and arterial roads in non-residential zoning and in the Cities.

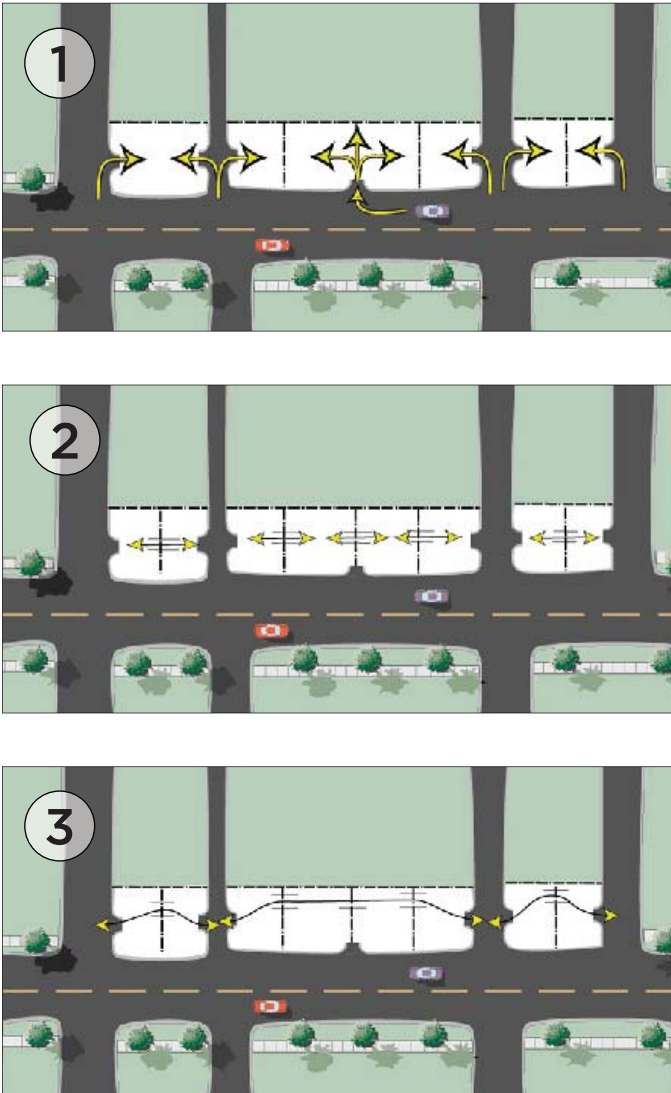
**Two-tiered approach.** Because of several large new road projects underway or planned in Fayette County (e.g., the West Fayetteville Bypass) a two-tiered approach to access management is recommended. The first tier defines policies for new roadway corridors governing driveway permits, land development standards, and access across roadways (especially through median breaks on divided roadways). The second tier governs existing roadways and would use a more flexible system of policy guidance that recognizes the importance of access points to private properties (especially businesses) but seeking to manage the most dangerous or inefficient conflict points.

**Tier 1 - Access management policies for new roadways.** As Fayette County pursues additions to its roadway network to help manage traffic congestion on existing major roadways, it should define access parameters on these corridors through development of an access management plan. This plan would determine locations for access and specify how shared access may be accomplished between adjoining parcels. It will also specify acceptable spacing of intersections with public streets along the specified corridors. These may vary based on the future land use classification and applicable zoning district; however, they should uphold the minimum standards for driveway and intersection spacing established in the County's Development Regulations.



**Tier 2 - Access management policies for existing roadways with existing land development.**

In the case of existing roadways, Fayette County and its partner municipalities should work to implement access management policies in a way that provides convenient access to properties while reducing the number of potential conflict points and improving predictability for all users. These policies are most likely to be applied along State Routes and County Arterials. Current Georgia Department of Transportation and County regulations may not be strong enough to effectively manage access along the County's most heavily traveled and developing corridors.

**Figure 6.2.3B Cross-Access Easements**

The diagrams above illustrate the configurations of cross access through adjacent properties and can be used as guidance in driveway permitting and coordination with cross street-based access. Diagram 1 is an example of driveway placement that either shares a single thoroughfare-loaded driveway between two parcels or that uses side street access.

**Potential approaches for access management.**

The diagram on page 23 depicts different forms of access management, ranging from no formal management (typical of local, rural roads where driveway access does not present significant opportunities for conflict) to a more developed system that uses cross-streets and parallel streets to provide access, thus shifting the access burden away from a principal roadway and using public street intersections that are already provided. The County and its municipalities should use a combination of these approaches as needed on different roadways throughout the County. Approach 5 in the diagram, which uses cross streets for driveway access, may be used at select locations in the County but is most likely to be applicable in more urbanized areas (especially in Fayetteville and Peachtree City). Approach 4, which relies on using driveway consolidation and organization of multiple properties, is likely to require a more formalized policy on cross-access easements, as described in the following paragraph.

**Cross-access easements.** One key element of access management programs that rely on driveway consolidation is a supporting system of access across parcel boundaries but not on the right of

*As properties form individual cross-access connections through easements and establishment of access rights, the need to use thoroughfare-loaded driveways can be reduced. Long-term application of this approach and achievement of access rights along a corridor has the potential to reduce thoroughfare-loaded driveway access entirely, allowing a system of cross-access easements and side street driveway access to distribute traffic at intersections, where motorist movements tend to be more predictable and where roadway design approaches can better address safety concerns.*





way, allowing different properties to share access and not use the primary roadway for each access point. This is useful in areas where regular cross-street spacing does not exist.

Joint and cross access involves connecting neighboring properties, and consolidating driveways serving more than one property. This allows vehicles to circulate between adjacent businesses without having to re-enter the road. Joint access is also used to connect major developments, reduce the number of driveways, and increase driveway spacing where highway frontage has been subdivided into small lots. This allows more intensive development of a corridor, while maintaining traffic operations and safe and convenient access to businesses.

## 6.2.4 Transportation Demand Management

Transportation demand management (TDM) programs are intended to reduce traffic congestion and air pollution through providing alternatives to single occupancy vehicle trips and/or decreasing the length of these trips through complementary options. TDM has been increasing in use over the last two decades and has become a significant factor in federal and local transportation policies. The primary travel-specific elements of TDM include carpooling, vanpooling, transit, biking and walking. However, more sophisticated programs have also sought to manage the need for peak-hour travel by expanding options in employer work schedules and allowing work-from-home arrangements for employees.

The following strategies are recommended for Fayette County's TDM program:

- Bicycle and Pedestrian Improvements
- Enhancement of Multi-Modal Options
- Street Network Enhancement
- Carpooling and Vanpooling
- Peak Hour Reduction

Each of these is discussed in more detail in the following sections.

***Bicycle and Pedestrian Improvements.*** The system of trails discussed in Chapter 4 allows the County to continue to apply for grants and funding opportunities to add to its trail system. This plan should be used as a framework to guide the development of an off-street path system that responds to public interest in connecting to the Peachtree City path system, that improves mobility options for seniors and school-age residents, and that promotes healthy living. Fayette County should use the Bicycle and Multi-Use Path Framework Plan (illustrated on the following four pages) as a basis for selecting and further designing these projects.

### **POLICY RECOMMENDATION**

**Fayette County should continue investing in its multi-use path and bicycle system, improving mobility options for non-driving residents and promoting healthy living.**

### **IMPLEMENTATION STRATEGY**

- Use the Fayette Forward Bicycle and Multi-Use Path Framework Plan as guidance for selection of projects and project alignment and extents.
- Use the Framework Plan in reviewing private development and work with developers to provide additions to the network.
- Use the Framework Plan in applying the roadway rehabilitation program to ensure adequate shoulder width on designated bicycle corridors.



Trails and bicycle-oriented roadway projects are eligible for different sources of funding than the roadway system projects discussed in Section 6.1. As such, the Framework Plan can be used to select projects that respond to community need and for which conceptual development has been undertaken as part of the Fayette Forward process. As funding sources become available, Fayette County should use this plan as a basis for proposing project concepts to which funding would be applied.

**Enhancement of multi-modal options in population centers.** Both Fayetteville and Peachtree City have taken and continue to take steps to improve non-motorized travel conditions. In the 2004 SPLOST, Fayetteville identified several pedestrian-oriented projects intended to improve safety and accessibility and generally contribute to downtown vitality. Peachtree City also added multiple projects of this type, with multi-use path extensions and bridges over high-volume roadways defined in its SPLOST program.

The County and its municipalities should continue to invest in these facilities to improve pedestrian and bicycling conditions throughout the County, especially in areas where neighborhoods and other residential land uses are close to neighborhood-serving land uses (mainly retail) and where potential for non-motorized trips is greater. These include ARC-designated centers, such as the livable centers of Fayetteville, Peachtree City and Tyrone. From a public investment perspective, this entails continued construction of sidewalks, multi-use paths and the improvement of intersections to more safely accommodate these users. The Bicycle and Multi-Use Path Framework Plan described in Chapter 4 and later in this chapter provides a framework for further programming of non-motorized transportation projects, including additions to Peachtree City's system of cart paths that are acceptable for golf cart use.

#### POLICY RECOMMENDATION

**Require development to contribute to connectivity of the street and road network to extend the service life of existing streets, roads and intersections, especially on primary highways.**

#### IMPLEMENTATION STRATEGY

- Use the Fayette Forward Street Framework Map as guidance for requiring the provision of connecting streets through existing properties that could be subdivided by right of existing zoning.
- Provide assistance to developers, as appropriate, when high-cost additions to the network (especially requiring bridges) would have a general public benefit.

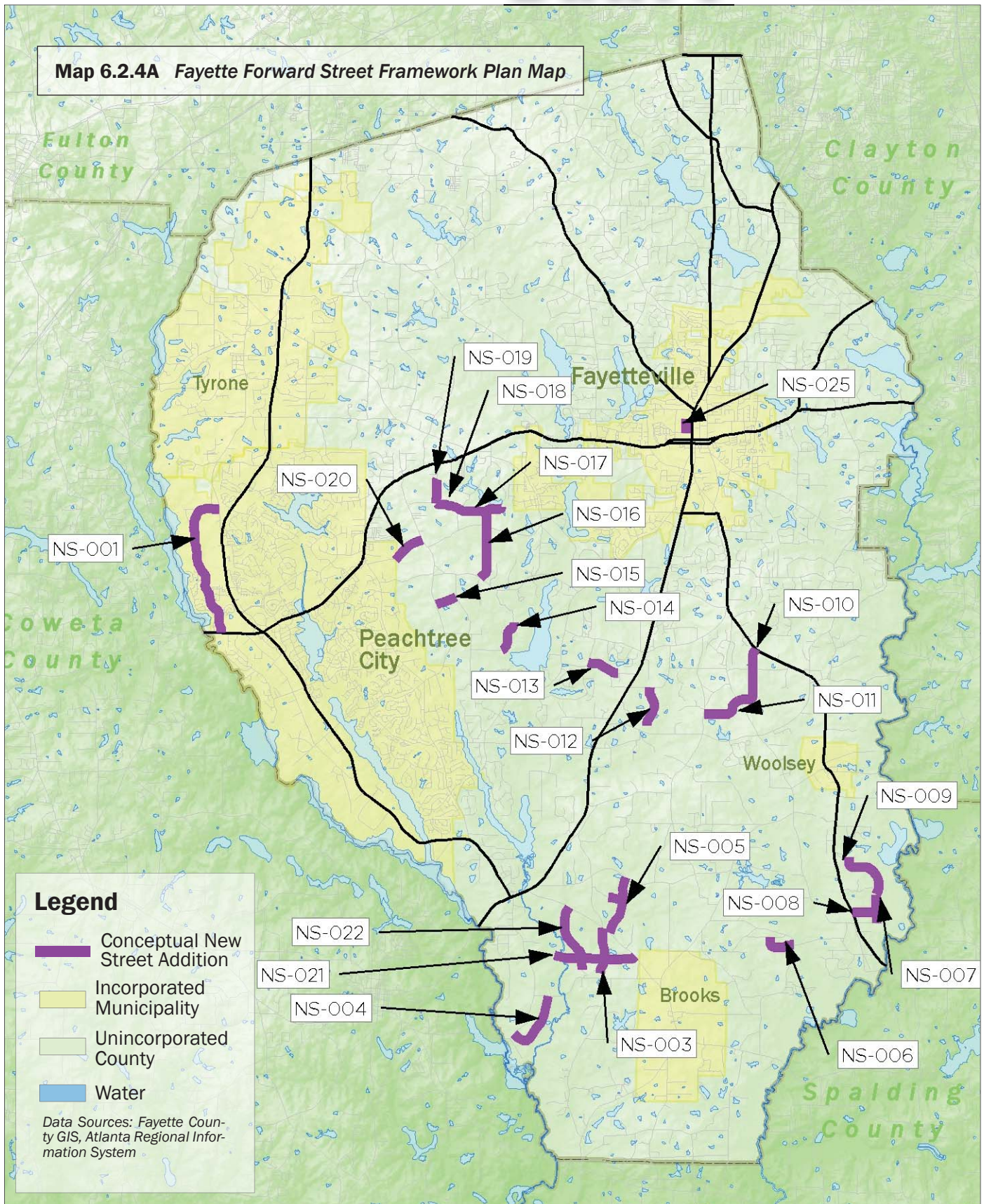
From a private development perspective, this entails continued revision to land development regulations to require safe and convenient pedestrian connections through parking areas and bicycle storage facilities at commercial land uses along trail or bicycle corridors as specified in the Bicycle and Multi-Use Path Framework Plan.

**Street network enhancement approaches.** As discussed in Chapter 4, the Fayette Forward planning process identified numerous locations in less-developed parts of the County where large parcels could be subdivided by right of existing zoning. The common lot platting and street layout pattern of single cul-de-sac streets that many such properties often follow when subdivided has strong implications for the overall transportation system. In particular, it requires a small number of roads to carry all traffic from a subdivision, in turn requiring a small number of intersections to handle this traffic. Because of this, thoroughfare roadways are typically where most transportation improvement funding is directed.

Requiring streets to connect in a way that provides multiple travel alternatives can help to distribute vehicular traffic gen-









**Table 6.2.4A Fayette Forward Street Framework Plan Projects**

<i>Fayette Forward Project ID</i>	<i>Description of New Street - Termini and General Guidance</i>	<i>Source of Concept Development</i>
NS-001	McDuff Road Connection from 74 to 54, to be built largely by private development.	March 09 Workshop/Previous Plans
NS-003	New street connecting Bankstown Rd and SR 85C (incl. bridge)	March 09 Workshop
NS-004	New street connecting Morgan Mill Rd and Padgett Rd	March 09 Workshop
NS-005	New street connecting Massengale Rd and Rising Star Rd	March 09 Workshop
NS-006	New street connecting Lowery Rd at Grant Rd to driveway access road off Friendship Church Rd	March 09 Workshop
NS-007	New street connecting Chapman Rd to subdivision roads north of Chapman	March 09 Workshop
NS-008	New street connecting SR 92 to new street described in NS-007	March 09 Workshop
NS-009	New street connecting new street described in NS-007 north to Lakeview Dr	March 09 Workshop
NS-010	New street connecting Antioch Rd to US 92	March 09 Workshop
NS-011	New street extending new street described in NS-011 from Antioch Rd to Old Greenville Rd	March 09 Workshop
NS-012	New street connecting McBride Rd to Goza Rd. Build in conjunction with NW-019	March 09 Workshop
NS-013	New street connecting Christopher Dr to Harris Rd	March 09 Workshop
NS-014	New street connecting Green Meadow Ln to Arnold Rd. Remain careful of wetland impacts	March 09 Workshop
NS-015	New street connecting Naims Rd to Ebenezer Rd	March 09 Workshop
NS-016	New street connecting Davis Rd to Ebenezer Church Rd	March 09 Workshop
NS-017	New streets connecting Davis Rd to Huiet Rd and to subdivision to the north	March 09 Workshop
NS-018	New street connecting Huiet Rd to Willow Rd	March 09 Workshop
NS-019	New street connecting Woodvalley Dr to Willow Rd	March 09 Workshop
NS-020	New street connecting Ebenezer Rd to Stagecoach Rd	March 09 Workshop
NS-021	New street connecting SR 85 C to unnamed subdivision rd off Padgett Rd	March 09 Workshop
NS-022	New street connecting Massengale Rd to Morgan Mill Rd	March 09 Workshop
NS-025	Extend Georgia Ave across 85 and down LaFayette	Fayetteville LCI Concept Plan



erated by a particular subdivision onto multiple roadways, reducing the concentration of traffic impact on a given roadway or intersection. Doing this preserves the capacity of these facilities and provides important alternative route options for emergency response vehicles and other service providers. The County can require this in conjunction with the Fayette Forward Street Network Framework Plan (shown on the following pages), using the plan as a guideline for where critical connections should be made and allowing these connections to be delineated and aligned in greater detail through the development review process.

***Encouragement of carpooling and vanpooling.*** Over 90 percent of all travel in the Atlanta region is done by single-occupant vehicles, accounting for nearly 100 million miles driven per day as of late 2009. In an ongoing effort to reduce vehicle miles traveled (VMT) and their consequent impacts on air quality, the Atlanta Regional Commission has taken multiple approaches to providing alternatives to the single-occupant vehicle. In parts of the region where public transit does not exist, these approaches have focused on ride sharing options, allowing one vehicle to carry multiple commuters or travelers. ARC's RideSmart program is a centrally coordinated program for management of interest in carpooling. This service provides matches between interested carpooling commuters and drivers. Users may input important information on origin and destination into an online resource or by telephone, and this results in additions to a central database that can be used to suggest potential carpooling partners.

In addition, the Clean Air Campaign (CAC), a non-profit organization representing the 20-county Atlanta metropolitan area, offers programs and services to employers, employees, schools and individual citizens that illustrate the economic and environmental benefits of ride sharing. CAC does not operate a central data resource like that of ARC's RideSmart program, although it does provide marketing support for such efforts and maintains connections to a broad regional base of non-governmental partners, including major employers.

Fayette County should actively partner with these organizations on behalf of residents interested in ride sharing options and should explore opportunities for use of existing County capital resources to assist residents in their efforts. Such a partnership does not need to involve financial contribution from the County, and can simply be a willingness on the County's part to communicate ARC's and CAC's efforts to interested residents.

***Peak-hour reduction approaches.*** This dynamic of TDM programs is especially important because of the demands placed on the transportation system at peak hours, which in Fayette County generally coincide with the beginning and end of the business day. This is relevant to Fayette County because of its large share of commuters in its workforce. Roadways and other transportation facilities are often designed to accommodate peak hour traffic, which often leads to costly projects whose benefits are not realized or needed during other times

#### POLICY RECOMMENDATION

**Encourage Fayette County commuters to utilize flexible work hour opportunities as available and practical.**

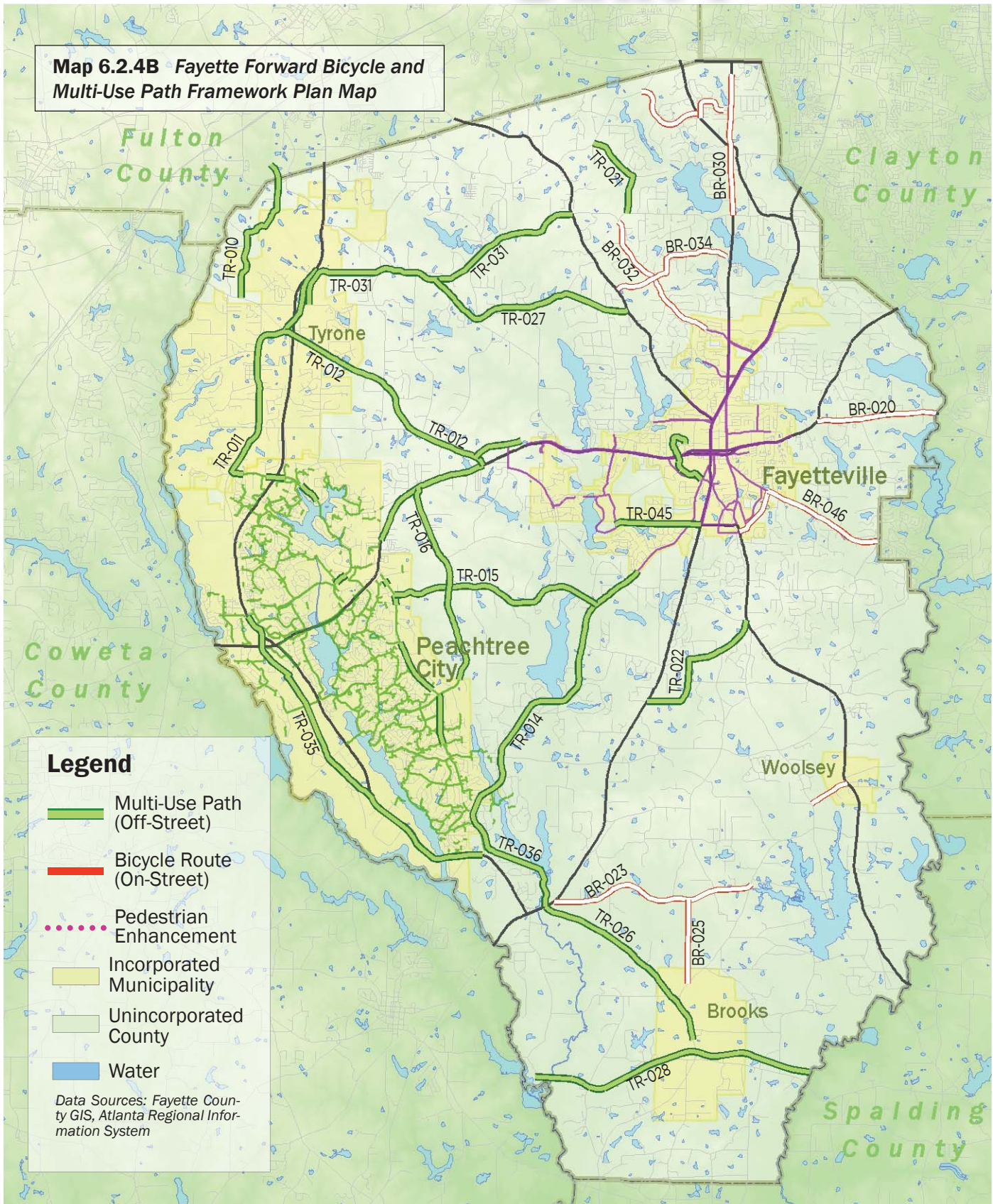
#### IMPLEMENTATION STRATEGY

- Work with business associations and transportation management associations in employment centers throughout the Atlanta region to identify flexible work hour opportunities.
- Communicate these to Fayette County residents through such media as the County website and flyer inserts in property tax and utility bill mailings.





**Map 6.2.4B Fayette Forward Bicycle and Multi-Use Path Framework Plan Map**



**Table 6.2.4B Fayette Forward Bicycle and Multi-Use Path Framework Plan Projects**

<i>Fayette Forward Project ID</i>	<i>Name of Bicycle or Multi-Use Path Project</i>	<i>Extent, Description and Notes for Project Development and Implementation</i>
BR-020	McDonough Road Trail	Primary
BR-023	Rising Star Rd Trail	Secondary
BR-024	Rising Star Rd Trail	Secondary - Huckaby Rd to Brooks-Woolsey Rd
BR-025	Huckaby Rd Trail	Secondary: Rising Star to Brooks-Woolsey Rd
BR-029	Old Ford - Lafayette Trail Connector	Secondary
BR-030	Highway 314 - North	Secondary
BR-032	New Hope Rd Trail	Secondary
BR-034	Brogden Road Trail	Secondary
BR-041	Woolsey Trail Connector	Primary: Connect between Brooks-Woolsey Rd and SR 92
BR-044	Southeast Fayetteville Connector Trail	Secondary: Connects SR 92 to S Jeff Davis
BR-046	South Jeff Davis Dr	Secondary: from Virginia Highlands to County Line Road/ East Fayetteville Parkway
PD-005	S Jeff Davis	Add shoulders and sidewalks
PD-011	SR 85	Pedestrian improvements
PD-013	SR 54 at Campaign Trail	Improve pedestrian crossings on SR 54 (striping, count-down timing)
RTP-006	Hood Avenue	Pedestrian improvements from Landings Dr to SR 85
RTP-007	White Road	Pedestrian improvements from Huddleston Rd to SR 314
RTP-008	SR 92 (Forrest Ave)/Hood Avenue/SR 85	Pedestrian improvements from Timberlaine Dr to SR 85
RTP-009	SR 54	Pedestrian improvements from Gwinnett St to Robinson Dr; from Fayette County Complex to N Lafayette Ave; from Grady Ave to Burch Rd
TR-002	SR 74 (Joel Cowan Pkwy)	Multi-use path connections
TR-004	SR 54 West Multi-Use Bridge and Gateway Feature	West Bicycle and Pedestrian Bridge & Gateway
TR-006	Downtown Fayetteville Greenway System	Develop greenway system connecting major city landmarks, residential clusters, and new village green
TR-010	Trickum Creek-Mann Road Trail	Secondary
TR-011	Senoia Road Trail	Secondary, extension in the Town of Tyrone of an existing facility in Peachtree City





**Table 6.2.4B Fayette Forward Bicycle and Multi-Use Path Framework Plan Projects (continued)**

<i>Fayette Forward Project ID</i>	<i>Name of Bicycle or Multi-Use Path Project</i>	<i>Extent, Description and Notes for Project Development and Implementation</i>
TR-012	Tyrone Road Trail	Primary: Connect between Senoia Road and SR 54
TR-013	West Fayetteville Parkway Connector Trail	Primary
TR-014	Redwine Road Trail	Mostly complete; need to fill in gaps (for example, between Foreston Place and Preserve Place).
TR-015	Spear-Ebenezer Church Trail	Primary
TR-016	Ebenezer Road Trail	Secondary
TR-021	Kite Lake Trail	Secondary. If Kenwood Road is redesigned as Northside Parkway, this trail should be aligned to meet New Hope Road trail (TR-032) at a single crossing point.
TR-022	Mask Rd - Harp Rd Trails	Secondary
TR-026	SR 85C Trail	Primary: SR 85 to Brooks (ends at Woods Road). Trail design should take into account access and driveway needs; in Brooks, trail may transition into on-street bicycle lanes.
TR-027	Eastin Trail	Secondary
TR-028	Central of Georgia Railroad Trail	Primary Trail Connection along historic railroad right of way
TR-031	North Fayette Trail	Primary: Connect Between Dogwood Trail and SR 92
TR-033	Robinson Rd Trail (Whitfield Farms connection)	Connection between Whitfield Farms subdivision to Spear Road
TR-035a	West Peachtree City Trail	Includes separate projects identified in Peachtree City Transportation Plan. This section is the Huddleston Road path extending from SR 74 to Paschall.
TR-035b	West Peachtree City Trail	Includes separate projects identified in Peachtree City Transportation Plan. This section is the Dividend Drive North path is from Paschall to Kelly Drive.
TR-035c	West Peachtree City Trail	Includes separate projects identified in Peachtree City Transportation Plan. This section is the Dividend South path is from Kelly to SR 74.
TR-036	Redwine Road Trail (Phase 1)	Primary. Includes Redwine Road trail previously identified in Peachtree City plan (Foreston Place to The Preserve).
TR-037	Robinson Road Trail	Secondary: connection from Holly Grove Road to Redwine Road (Phase 1).
TR-038	North Peachtree Parkway (Fayette County boat docks)	Secondary: connection from Parkway Drive to Fayette County boat dock crossing.
TR-039	North Peachtree Parkway (North Hill connection)	Secondary: Fill in trail system gap along Peachtree Parkway at North Hill





**Table 6.2.4B Fayette Forward Bicycle and Multi-Use Path Framework Plan Projects (continued)**

<i>Fayette Forward Project ID</i>	<i>Name of Bicycle or Multi-Use Path Project</i>	<i>Extent, Description and Notes for Project Development and Implementation</i>
TR-040	Peachtree Parkway (Flat Creek connection)	Fill in gap in trail system along Peachtree Parkway between Flat Creek Road and Interlochen Drive
TR-042	Robinson Road Trail (Camp Creek Estates Connection)	Connection between Avalon Park S/D to Camp Creek Estates S/D
TR-043	SR 54 Trail - Peachtree City to Tyrone Road	Primary: bike trail alongside existing roadway from Peachtree City limits to Tyrone Road intersection
TR-045	Ramah Road Trail	Secondary: connects Beauregard/Redwine to First Manassas
TR-050	SR 74 South (Phase 1)	Connection from Cooper Circle North to BSC.
TR-051	SR 54 East Multi-Use Bridge	Replacement of the existing over Lake Peachtree
TR-052	SR 74 North Multi-Use Bridge and Path Connections	Connections between Kedron Office Park and Crabapple Lane
TR-053	SR 54 East Multi-Use Bridge and Path Connections	Connections between Lexington Circle and Peachtree East
TR-054	Rockaway Road Multi-use Tunnel and Path Connections	Connections between Meade Field and Wilshire Village
TR-055	MacDuff Parkway Tunnel Multi-Use Path Connections	Path connections to existing tunnel under MacDuff near intersection of SR 54, to provide ramps to the existing tunnel near SR 54, to tie MacDuff Parkway tunnel to SR 54 W retail.
TR-056	SR 54 East Phase 1 Path	Robinson Court to Carriage Lane
TR-057	SR 54 East Phase 2 Path	Carriage Lane to Peachtree East
TR-058	Holly Grove Road Multi-Use Path	Aster Ridge Trail to Wilshire Pavilion
TR-059	Flat Creek Nature Area South Multi-Use Path	Flat Creek Multi-Use Bridge to SR 74 / BSC Multi-Use Tunnel
TR-060	Line Creek Multi-Use Path	SR 54 West to Line Creek Nature Area
TR-061	Planterra Way Multi-Use Path	SR 54 West to Planterra Amenity Area
TR-062	Crosstown Business Park Multi-Use Path	Connection from Crosstown Court to Towne Club
TR-063	Crosstown Drive West Multi-Use Path	SR 74 to Peachtree Parkway
TR-064	Crosstown Drive East Multi-Use Path	Peachtree Parkway to Rockspray Pond
TR-065	Flat Creek Nature Area North Multi-Use Path	Flat Creek Multi-Use Bridge to Crosstown Drive



of the day. With the support of employers, commuters are likely to modify their travel behavior, perhaps choosing different times to go to and leave from their work. This can reduce the amount of concentration of traffic in the peak hour, thus extending transportation infrastructure capacity and extending the life of current facilities and making small-scale, lower-cost improvements more powerful. A commute-oriented TDM program should offer commuters a range of desirable options; reward positive behavioral change through incentives; give employers opportunities for public recognition for their efforts; and be both simple to understand and easy to promote.

Because of the large population in Fayette County that commutes to other employment centers in the Atlanta region, especially those in the City of Atlanta, TDM programs are likely to be most effective if they are undertaken in partnership with employers in these areas. The major commitments that this constitutes on the part of the County are coordination with large employers to pursue flexibility in commuting times and frequency and distribution of information to the County's commuting residents that this flexibility is available to them. To maximize coordination, Fayette County should conduct a more thorough information collection effort to determine concentrations of employment areas and specific employer organizations. Given that the major employment districts of the City of Atlanta are the primary employment concentrations for the entire region, Fayette County may further expand its abilities to work with employers through partnership with business improvement districts (such as Central Atlanta Progress and Midtown Alliance) already undertaking TDM programs with their constituent organizations.

## 6.2.5 Public Transit Service

Fayette County has no scheduled, fixed-route transportation service. As part of the Atlanta metropolitan area, Fayette County participated in the Transit Planning Board's Concept 3 regional transit vision, although this effort only outlined conceptual ideas for transit infrastructure and service. Three projects were identified in Concept 3 that would impact Fayette County, if implemented:

### *Arterial Bus Rapid Transit*

SR 34/54 Newnan to Jonesboro;

SR 85 Fayetteville to the Southern Crescent Transportation Center / Hartsfield-Jackson International Airport;

### *Commuter Rail Network – Senoia Line*

Although certain members of the public voiced support for advancing public transit in Fayette County, particularly the commuter rail network, many other members of the public as well as several elected officials have reiterated through the Fayette Forward process that they are not supportive of it. This includes elected officials of the City of Peachtree City, where a commuter rail station on the proposed Atlanta-Senoia line would be located.

Due to this lack of support, Fayette Forward does not include recommendations for transit infrastructure projects or for scheduled, fixed-route transit service.



## 6.2.6 Transportation Services for the Elderly and Disabled

Fayette County has other specific needs for transportation other than single-occupant vehicles, especially in its senior citizen population, that suggest a system of managing transportation demand beyond that generated by commuters to work. Senior citizens tend to be less automobile-focused in travel, often because of conditions and disabilities that restrict their ability to operate a vehicle. As described in the Needs Assessment in Chapter 2 (Section 2.2.2), Fayette County already has a greater proportion of senior citizens in its population than most other counties in the Atlanta region.

Fayette Senior Services (FSS) is a non-profit organization currently providing three different transportation services to qualifying senior citizens: a voucher-based driver service, a non-emergency medical transportation service, and demand-responsive service to and from the organization's main facility in Fayetteville in association with its participation in the Congregate Meal Program under the federal Older Americans Act. These services are funded by a mix of private and public (mostly federal) assistance and are primarily oriented to senior citizens, connecting them between their homes, medical centers, and the Fayette County Senior Center. FSS coordinates with ARC's Department on Aging Services in receiving federal funding and forms part of the ARC-recognized service provider network for human services transportation (HST) in the Atlanta region. Although ARC has only begun to formalize its coordination of HST services relatively recently, FSS has provided transportation services since the early 1980s.

Currently, this service meets a critical need of the senior citizen and disabled population of Fayette County, although the rapid growth in the senior citizen population in the County has led to a similarly dramatic increase in demand for this service. FSS estimates that its Senior Center, initially used by fewer than 100 members when it began operations in the early 1980s, is used today by approximately 2,800 members. Such increases can be explained in part by the overall growth in the County's population, although demographic trends (as detailed in Chapter 2, Section 2.2.2) suggest that the proportion of the County's population over 65 is also increasing.

Given the service's response to this need, the recommendation of Fayette Forward is that the County should formalize a partnership with FSS to assist with funding eligibility and in-kind services that it already provides for other County operations. Although funding constraints may limit the County's ability to provide direct financial assistance, the County's initial partnership could be based on three principal elements:

- **Maintenance of FSS Fleet.** Fayette County can provide maintenance to the vehicles in FSS's fleet. This offers an opportunity for a significant offset in costs to FSS vehicles and, as the County already owns and maintains the equipment necessary to provide these services for its own fleet, is unlikely to significantly increase the costs the County currently incurs on this service. FSS currently operates a fleet of 10 vehicles, mostly passenger vans and sedans. The County operates a much larger fleet of 500 vehicles, including heavy trucks. Providing this service allows FSS to take advantage of the economies of scale of the County's much larger maintenance program, realizing a significant saving in operating funds that can be transferred to enhanced operations and service.



**POLICY RECOMMENDATION**

**Partner with the Fayette Senior Services organization to enhance FSS's ability to provide its transportation services for elderly and disabled County residents.**

**IMPLEMENTATION STRATEGY**

- Provide maintenance services for FSS's transportation fleet.
- Pursue funding assistance available to local governments but not available to FSS, utilizing FSS expertise in identifying and applying for these funding opportunities.
- Explore capital-sharing arrangements, such as flexible, temporary use of County fleet vehicles to maintain service levels in cases of repair or retirement from service.

• **Partnership for pursuit of government-specific funding opportunities.** Numerous federal and state government funding opportunities for the provision of transportation services to the elderly and disabled are available to local governments but not to private, non-profit organizations such as FSS. Currently, the County does not pursue many of these opportunities because of limited staff availability for identification and writing of grant applications and other eligibility requirements. FSS staff are able to provide expertise in such applications, allowing the County access to these funds that it may apply through its partnership with FSS and potentially expanding the amounts for which the partnership may be eligible.

• **Flexible use of County vehicle fleet and other capital assets.** The County should explore opportunities for flexible, temporary provision of fleet vehicles for FSS use, especially in the event of FSS-owned fleet vehicles being out of service for repair or maintenance, so that FSS can maintain regular service levels.

The County should continue to partner with FSS and explore other funding sources as these become available. It should also consider direct financial assistance to FSS in enhancing transportation services, especially in relation to costs the County incurs. For example, FSS's capacity to provide non-emergency services, if expanded, could greatly offset costs the County incurs in transportation of non-critical medical cases by ambulance. The County should explore such potential savings and assistance arrangements as part of a more formalized partnership with FSS.

## 6.2.7 Land Use

Through its Comprehensive Development Plan, Fayette County has a strong land use policy framework intended to tie future development potential to infrastructure capacity (primarily sewer infrastructure). This has been driven by a parallel County policy not to extend central sewer service throughout the jurisdiction and has kept densities low. During the early stages of Fayette Forward's development, both County residents and elected officials reiterated their interest in preserving these policies. Fayette first developed its land use policy in the 1950s with its first zoning ordinance, and the general pattern of lower-density residential development has been reinforced since then.

However, Fayette County includes five incorporated municipalities, each with jurisdiction over its own land use planning. The two largest of these communities, Peachtree City and Fayetteville, together include over 50 percent of the County's population and represent its most densely populated areas. Each of these mu-



**POLICY RECOMMENDATION**

**Continue to permit development intended to strengthen existing and emerging activity centers and to maintain a rural, open character outside of these centers. Design transportation facilities to be consistent with this character.**

**IMPLEMENTATION STRATEGY**

When transportation projects advance to engineering and design, consider the following options:

- Narrower roadways (such as 24-foot pavement width) with narrower clear zone requirements on rural, local roads where residential uses are permitted
- Roundabout intersections and short median bifurcation on non-roundabout intersection approaches to manage traffic flow but to reduce speeds
- Paved shoulders on truck routes, commercial and industrial corridors and stabilized shoulders on residential roads
- Preservation of sidewalk or multi-use path envelope in right-of-way, per guidance of Bicycle and Multi-Use Path Framework Plan

nicipalities has sponsored a Livable Centers Initiative (LCI) study in partnership with ARC, and from each of these studies has come a series of recommendations on land use and development suggesting compact, walkable form and a mix of uses. Unincorporated Fayette County has also begun planning for an employment-based center on similar principles, located near the intersection of State Road 54 and Sandy Creek Road.

Thus, Fayette County as a whole, including its municipalities, have jointly sought a pattern of development based on a balance of higher-activity centers combining work, commerce and living options and lower-intensity residential areas that allow the County's traditionally rural, open landscape to be maintained.

Forethought about community goals for land use should be an element considered during the design and planning of transportation facilities. If the County or the community wants land use to change, it can be accommodated within sub-area and corridor planning as well as project concept and final design, recognizing that both the County (or City, or both, depending on the extent of an area for which land uses may change) and private developers may have responsibilities within and outside of the public right-of-way to achieve these goals. The process of identifying the potential for land use change within a corridor is primarily the responsibility of the local land use agency.

Studying property lines and ownership and initiating discussion with these owners can often pave the way to opportunities that would not otherwise have been apparent. This may occur at the site review level, where a permitting agency (either the County or the Cities) can allow access to be moved from a primary arterial to a secondary street. Per the street framework plan in Section 6.2.4, this may also illustrate opportunities for

private development to complete parts of the system that improve overall performance.

It is important for all agencies and stakeholders involved to recognize there is inherent flexibility throughout Fayette Forward, born in part by a need to be able to respond to changing conditions. Every member of the planning and implementation steps should keep this flexibility in mind in order to accommodate changes in market factors, the built environment, and new local, state or federal regulations. They also need to recognize the limitations presented by developing transportation projects in a dynamic environment.





In keeping with a desire to avoid impacts to the natural environment and landscape, the County should emphasize and prioritize transportation projects and improvements that promote appropriate travel speeds and traffic volumes.

## **6.2.8 Intelligent Transportation Systems**

Intelligent Transportation Systems (ITS) are systems of communications and data processing technology to coordinate operation of the transportation system. They are perhaps best recognized for providing real-time travel information for motorists, but have a far more expansive set of benefits including improved safety, improved emergency response, cost savings and environmental benefits. Although Fayette County does not have interstate highways, it nonetheless has arterial roadways carrying heavy traffic volumes and as such would benefit from improved coordination of users of its infrastructure. The County should work with ARC and GDOT to develop ITS plans consistent with the systems and standards used by those agencies. Examples of ITS services that Fayette County on which the County may consult with ARC and GDOT include:

- Traffic signal synchronization and cameras, especially on Highways 54, 74 and 85
- Emergency management and response vehicles given traffic signal preemption capability
- Traveler information, such as the statewide 511 telephone service

While implementation of ITS services is typically undertaken in areas with larger concentrations of transportation infrastructure and traffic volumes, Fayette County should begin to consider strategies leading to the future implementation of ITS elements. This may involve a more focused transportation planning and engineering function of the County's Public Works department. Based on current and future need, Fayette County as a whole may see the greatest benefit of ITS applications on selected roadways under the jurisdiction of GDOT and as such should coordinate efforts with GDOT on how to implement ITS on these facilities. GDOT already maintains existing ITS software (NaviGator); if pursued, this should be utilized in Fayette County to ensure cross-jurisdictional interoperability and reduce implementation costs.





## 6.3 Funding Approaches and Strategies

One of the purposes of the Fayette Forward plan is to provide project candidates to be added to future versions of the ARC long-range transportation plan. As such, many of the project recommendations in the plan may be eligible for federal and state funding assistance.

At the same time, however, Fayette Forward is also a blueprint for the County's own investment in its transportation system. Many of the projects proposed in Fayette Forward will be funded and implemented by Fayette County and its municipalities. The plan will take effect during a time of increasing constraint on municipal budgets throughout the United States; therefore, it is important that the County have a long-term framework for future capital investment in its transportation system to pursue projects when appropriate sources of funding become available.

### 6.3.1 Federal and State Funding Sources

Fayette County currently relies on a combination of government sources to fund transportation projects, combining funding from federal, state, and local levels. As a part of the Atlanta metropolitan region and its metropolitan transportation planning area, Fayette County transportation projects qualify for Surface Transportation Program L230 federal aid funds assigned to urban areas with populations of greater than 200,000. These projects typically require a local share of 20 percent of the total project costs, although this is not a universal requirement, especially in the case of GDOT-led projects. In addition, GDOT monies are used on

**Table 6.3.1 Transportation Funding Sources**

<i>Funding Source</i>	<i>Local Match</i>	<i>Other Considerations</i>
<b>FEDERAL SOURCES</b>		
Surface Transportation Program (STP)	20% typical	Primary federal-assistance funding source. L230 funding availability applies to all of ARC area (of which Fayette is a part).
Transportation Enhancements (TE)	20% minimum	Project must meet eligibility requirements and be related to surface transportation
Local Maintenance and Improvement Grant Program	10% of construction minimum, local agency responsible for PE, ROW, utilities, etc.	Responsibility for determining and presenting methodology for priority
Safe Routes to School (SRTS)	none needed (100% federal)	Apportioned through state DOTs by formula. Funds available until expended.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	20% Minimum	Must demonstrate high emissions reduction with low costs, must rate high relative to other areas around the Atlanta MPO
<b>STATE SOURCES</b>		
State Aid funding	No minimum specified	Primarily for road and bridge construction on roads off of GDOT's system.
Local Assistance Road Program (LARP)	No minimum specified	For resurfacing only.



state highways and bridges (identified in Chapter 2 in Sections 2.3.2 and 2.3.4, respectively) and State Aid and Local Assistance Road Program (LARP) funds are used on non-state facilities where local governments may need additional funding assistance.

Although these sources will continue to provide a large share of transportation funding to the County and its municipalities, they cannot address all projects recommended in the Fayette Forward plan. For that reason, other sources will need to be considered.

### **6.3.2 Regional-Level Funding Sources**

At the time of Fayette Forward's development, one of the leading proposals for transportation funding strategies was state legislation to allow a region-based sales tax. Communities would be allowed to hold referenda to participate and funding would be distributed from a regional agency.

Although this legislation had not been finalized and enacted at the time of Fayette Forward, it has continued to be a major topic of debate and is likely to emerge as formal legislation during the early lifespan of the Fayette Forward plan. The County should identify projects of regional significance that do not compete as well for state and federal funding and prioritize these for application of any future regional-level funding.

### **6.3.3 County Strategies: Capital Improvement Program**

Prior to the 2004 SPLOST, the County programmed and funded any projects not receiving federal and state funds through its Capital Improvement Program. This will continue to be a major funding source for the County, especially after current funding from the 2004 SPLOST has been used for projects primarily in Tier 1 of the plan recommendations.

In order to maximize the benefit of this funding resource, the County should focus its use of capital improvement funds on maintenance of existing transportation infrastructure (such as resurfacing and rehabilitation) and not use these funds to pursue projects eligible for outside sources of aid. This is intended to prioritize CIP funds for more critical County needs and ensure that the transportation system can be maintained to acceptable levels before new project construction is pursued. Remaining funds in the CIP can be applied to new project investment as they are available once maintenance priorities have been met.

### **6.3.4 County Strategies: Future SPLOST**

At the local level, Fayette County has already implemented numerous projects from its 2004 Transportation SPLOST program. Initial projections for the 2004 SPLOST estimated \$115 million in revenue to be applied to transportation projects specifically defined as part of the sales tax program. However, a proposed second SPLOST taken to referendum on the November 2009 general election ballot failed to gain voter approval, leaving the County without this revenue source in pursuing additional projects from its different transportation plans.



If the County chooses to pursue a second SPLOST, it should consider emphasizing a clear connection between transportation investments and other public works projects and should focus the transportation program on projects not eligible for state or federal aid and that can demonstrate a clear public purpose and tie to community-enhancing and sustaining investments, such as in schools or parks. This approach is based on an objective to maintain and increase property values, a cornerstone of the County's prosperity and a primary source of revenue for its operations.

This approach is hypothesized here with regard to Tiers 2 and 3 of recommended projects. It also includes funding set aside for basic maintenance and addition to the trail and bicycle network. If Fayette County were to enact a SPLOST as a funding mechanism to coincide with the beginning of Tier 2 project implementation, it could expect to generate approximately \$123,000,000 beginning around the year 2015. Local interest projects in Tier 2 and Tier 3, such as intersection and operational improvements, will require roughly \$46,100,000, or just fewer than 40 percent of the potential SPLOST revenue. The other 60 percent of revenue can then be used to enhance other county resources like parks and schools, both of which will see improved access and mobility with the implementation of transportation projects.

**Table 6.3.4 Potential Funding Mechanisms**

<i>Tiers 2 &amp; 3 Funding Mechanisms (adjusted for inflation)</i>	
Potential SPLOST Revenue	\$123,000,000
Local Interest Projects (local funding only)	\$46,100,000
Anticipated Local Match Funds Needed (local and federal/state interest projects)	\$38,400,000

## 6.4 Monitoring Implementation of the Plan

Fayette Forward covers the period between 2010 and 2030. It is reasonable to expect that over that long a time period, issues will emerge that are not apparent now and conditions upon which this work is based may change. In order to be responsive to these kinds of changes occurring in the County, the plan needs to be flexible and adaptable enough for updates to occur and for changes to be updated. To that end, a process for amendments and updates is proposed with the following elements.

### 6.4.1 Annual Call For Projects

County staff will be observing needs and responding to requests from the public, stakeholders and elected officials throughout the life of this plan document. As such, it is recommended that these requests be organized and supplemented by an annual call for projects. This call will be an opportunity for interested stakeholders to suggest ideas that they would like to consider be added or altered in the plan. The projects recommended in the Fayette Forward plan represent a broad range of stakeholder input at the time of their development, but the County should be responsive to changing demographics and needs as Fayette Forward continues to



be implemented. It is recommended that these annual updates be comprised of relatively smaller changes that would not fundamentally change the balance of transportation in Fayette County. More significant or substantial changes should be a part of a major update, which may be considered in conjunction with the completion of the implementation of Tier 1 projects.

### **6.4.2 Annual Staff Presentation of Administrative Changes**

The ideas and requests resulting from the annual call for projects would be assembled, evaluated and presented to the Fayette County Commission and elected bodies of the County's municipalities with a recommendation regarding their incorporation into the Fayette Forward plan. Upon adoption, these projects and priorities would become the working transportation plan for the County, with changes noted in an annual update list to be appended to the Plan.

### **6.4.3 Ongoing Planning Activities**

- To continue monitoring the implementation of plan recommendations, the County will need to maintain active partnerships with its municipalities, ARC, GDOT, and GRTA. The results of the annual call for projects will allow the County to express a formalized list of desired projects for inclusion into updates of the ARC transportation improvement program (TIP).
- The County will need to monitor available funding and revise cost estimates from the CTP periodically for any projects in the active time frame.
- The County and Cities should require that any land development application be reviewed by the Fayette County Public Works Department to verify whether connecting streets or other street network enhancements are recommended through a property being developed. If these connections are recommended, the County should require that applicants demonstrate a compelling reason or reasons why those connections are not possible to make if they are unwilling to make them.



